

**City of Greensboro Planning Department
Zoning Staff Report
February 14, 2005 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: F
Location: 1910 – 1912 Glenside Drive

Applicant: John K. Marks
Owner: John K. Marks

From: RS-12
To: RS-7

Conditions: N/A

SITE INFORMATION	
Max. Developable Units & Density	12
Net Density of Developable Land	10
Existing Land Use	Undeveloped
Acreage	2.03
Physical Characteristics	<i>Topography:</i> Slopes eastward <i>Vegetation:</i> Wooded <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Low Residential (3-5 d.u./acre)
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Single Family	RS-12
<i>South</i>	Single Family	RS-12
<i>East</i>	Undeveloped (recently rezoned)	RS-9
<i>West</i>	Single Family	RS-12

ZONING HISTORY		
Case #	Year	Request Summary
		This property has been zoned RS-12 since July 1, 1992. Prior to the implementation of the UDO, it was zoned Residential 120S.

DIFFERENCES BETWEEN RS-12 (EXISTING) AND RS-7 (PROPOSED) ZONING DISTRICTS

RS-12: Primarily intended to accommodate moderate density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 3.0 units per acre or less.

RS-7: Primarily intended to accommodate high density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 5.0 units per acre or less.

TRANSPORTATION

Street Classification	Glenside Drive – Subcollector Street.
Site Access	Residential driveways. See additional comments.
Traffic Counts	Unavailable.
Trip Generation	N/A.
Sidewalks	Requirement per Development Ordinance.
Transit	No.
Traffic Impact Study	Not required per TIS Ordinance.
Street Connectivity	N/A.
Other	N/A.

ENVIRONMENTAL REVIEW

Water Supply Watershed	No, Site drains to North Buffalo Creek
Floodplains	N/A
Streams	Blue line stream requires a 50' buffer (each side of the stream) measured from top of stream bank, top of steep slope or edge of contiguous wetland (whichever produces the greater buffer). First 15' of the buffer must remain undisturbed and the next 35' BUA limit of 50% no occupied structures.
Other	Possibility of wetlands.

LANDSCAPING REQUIREMENTS

Location	Required Planting Yard Type and Rate
<i>North</i>	N/A
<i>South</i>	N/A
<i>East</i>	N/A
<i>West</i>	N/A

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Low Residential (3-5 d.u./acre): This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: The following recent rezoning requests have been approved in this area:

- 1) RS-12 to RS-9 for a 0.5-acre parcel at the southeast quadrant of Morgan Smith Drive and Dodson Street. Approved by Zoning Commission January 10, 2002.
- 2) RS-12 to RS-7 for a 7.3-acre parcel west of Morgan Smith Drive and south of Dodson Street. Approved by Zoning Commission August 28, 2003.
- 3) RS-12 to RS-7 for a 2.2-acre parcel on the east side of Parks Street and south and west sides of Dodson Street south of Lucas Avenue. Approved by City Council May 18, 2004 upon an appeal of a Zoning Commission approval.
- 4) LI and RS-12 to RS-9 for a 57.8-acre parcel on the east side of Byers Road between Glenside Drive and the Norfolk-Southern Railway main line. Approved by Zoning Commission July 12, 2004.

- 5) RS-12 to RS-9 for a 19.3-acre parcel on the west side of Byers Road south of Lees Chapel Road and east of Laurel Lee Terrace. Approved by Zoning Commission October 11, 2004.

It appears that there is a drainageway crossing this site that is depicted on the City's "Drainageway and Open Space" map. When this site is subdivided, the Subdivision Ordinance would require the dedication of those areas to the City of Greensboro as drainageway and open space. The width of the dedication along that drainageway will depend on the size of the pipe it would take to cross said drainageway. If a crossing would require a 66-inch or greater pipe, the required dedication would include the land between the natural one-hundred-year flood contour lines as determined by the City. That area may be reduced in width by filling provided that a minimum average width of two hundred feet is maintained, a minimum width of one hundred feet is maintained at the narrowest point, no fill is placed within a designated floodway, and no slope greater than three to one is created. Article VII, Section 27-22 Stormwater management control requirements, and federal wetlands regulations will prohibit or restrict fill placement in certain locations. If the crossing would require a pipe smaller than 66-inches the minimum average width would be sixty feet.

The applicant proposes to create two conventional lots and a flag lot on Glenside Drive. While this area is designated Low Residential on the Generalized Future Land Use Map, staff feels that the proposed lots will not be compatible with existing single family lots in the immediate vicinity, especially in terms of lot width.

Of the 9 lots immediately north and 2 lots immediately south of the subject property, the average lot width is approximately 96 feet while the average lot area is approximately 57,870 square feet. Under the RS-7 zoning classification the new lots would permit a lot width of 50 feet, just over half of the average width of the lots in the immediate vicinity.

GDOT: GDOT does not recommend/encourage numerous driveway cuts off of the City's collectors and thoroughfares. The goal is to reduce the conflicts along these types of streets in order for them to operate as safe and as efficient a possible for the motoring public.

Water Resources: Contact state and corps of engineers and get all the approvals for any wetland disturbance and stream crossing and disturbance is proposed. Channels that carry public water will require a Drainage maintenance and utility easement depending on the flow that they carry

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends denial.